

Present:

Chair - L Mickelson

Panel Members:

G. McGarva
B. Wakelin
C. Taylor
D. Newby
S. Vincent
J. Makepeace

Absent:

Cpl. M. Searle
N. Baldwin

Guests:

Michael Burton-Brown, ABBARCH Architects Inc.
Mary Chan-Yip, PGM Landscape Architects
Sharon Joncas, The Jim Pattison Group
Laurie Mandryk, Overwaitea Food Group
Hudge Parmar, Cushman & Wakefield Ltd.
Paul Meloche, The Jim Pattison Group

Staff Present:

Nicholas Lai, Manager, Area Planning & Development
M. Rondeau, Senior Planner, Planning & Development
H. Dmytriw, Legislative Services
J. Gallinger, Legislative Services

Nicholas Lai, Manager, Area Planning & Development introduced the newest member of the Panel, Derek Newby, Architect.

A. RECEIPT OF MINUTES

It was

meeting of June 26, 2014, be received.

Moved by C. Taylor

Seconded by S. Vincent

That the minutes of the Advisory Design Panel

Carried

B. NEW SUBMISSIONS

1. 4:00 PM

File No.:

7913-0189-00

New

Description:

OCP Amendment (Urban to Commercial), Rezoning (RA to C-8), DP to facilitate the development of a Retail Commercial Shopping Centre.

SA DVP is proposed with the Application.

Address:

Multiple Addresses at 15611 104 Avenue, Guildford

Developer:

Paul Meloche, 673168 BC Ltd. (Overwaitea Food Group)

Architect:

Michael Burton-Brown, ABBARCH Architecture Inc.

Landscape Architect:

Mary Chan-Yip, PMG Landscape Architects

Planner:

Shawn Low

Urban Design Planner:

Mary Beth Rondeau

The Urban Design Planner presented a short presentation on street oriented free standing (pad) retail developments in Surrey as examples to support the development.

Highlights of the proposed project were provided as follows:

- The site is where 104 Avenue connects to Guildford to the Highway 1 interchange. There is a creek on the north side.
- Recent construction of a full vehicular underpass at 156 Street and Highway 1 which connects Fraser Heights neighbourhood to Guildford. This commercial proposal will be convenient to Fraser Heights residents.
- A lot of pedestrian traffic will be on the streets due to transit. Recently announced that light rail transit (LRT) will go in within the next 10 year with a stop at this corner.
- In the meantime, busses will cue on both 104 Avenue and 156 Street so the pedestrian environment is important.
- Generally the use, form and density are supported in this location. Ideally it would be a T.O.D. (transit oriented development) with higher densities but that may come later fronting along 104 Avenue. Staff are still looking for improvements to the street interfaces such as weather protection particularly for transit patrons.

The Project Architect presented a digital flyover to show how the site all fits together. The following was highlighted:

- A creek runs through the property. An important group of trees provides a wind break to the creek edge.
- The new 105 Avenue will go along the creek.
- There is space for a bus layover on 105 Avenue. TransLink to provide a facility on the parking level of the development where bus drivers can take breaks.
- Building materials will include metal panels, exterior insulation finishing system (EIFS); and cedar trim elements. Good pedestrian connections through the site to retail and parking.
- The connection from 156 Street provides opportunities for outdoor seating, patios, coffee cafés and snack bars.
- Buildings D thru G have two sided retail interfaces along the streets.
- Buildings E, F and G along 104 Avenue do not have parking below and could become 5-6 storey buildings as urbanization of the area happens over the next 15-20 years.
- Tenant signage will be built into the corner of the key building.
- There are 19 disabled parking spaces.
- Lighting strategy will include no light pollution standards and pedestrian scale light fixtures.
- The large grassy boulevard shown on the drawings will be taken up by rapid transit with a normal type of boulevard once that is complete.

The Landscape Architect reviewed the landscape plans and highlighted the following:

- Amenity areas and street fronts will have a double row of street trees.
- The MUP (multi-use pathway) along 156 Street will be used for transit walking connection to the Highway 1 underpass bus stops. There is a double row of trees which splits the sidewalk.
- 157 Street will have a sidewalk and a double row of trees.
- Evergreen trees will screen the loading zone.

- Public plaza will provide a green anchor on south west corner of the site and will provide a cut through and seating.
- Outdoor amenity areas in the site will provide pedestrian areas and seating.
- Providing a flat deck on the sloped site is a challenge. The slab was dropped and planters were raised throughout the internal parking pool.
- Pedestrian connections will be defined with stamped concrete at drive entry locations and within the parking.
- Drought tolerant ornamental trees and canopy trees will provide a habitat on the north side for song birds migrating through the corridor.
- Storm water will be managed by a highly efficient irrigation system through rooftop and surface retention. Consider the buffer along 105 Avenue as well.

ADVISORY DESIGN PANEL STATEMENT OF REVIEW

**OCP Amendment (Urban to Commercial), Rezoning (RA to C-8),
DP to facilitate the development of a Retail Commercial Shopping Centre.
A DVP is proposed with the Application.**

**Multiple addresses at 15611 104 Avenue, Surrey, Guildford area
File No. 7913-0189-00**

It was Moved by B. Wakelin
Seconded by G. McGarva
That the Advisory Design Panel (ADP)
recommends that the applicant address the following recommendations and
revise and resubmit to Planning staff.

Carried

STATEMENT OF REVIEW COMMENTS

Site

- Logical land planning and site layout with commercial lining the streets.
- Anticipating future T.O.D. is a positive site move. Test of the fit of a 6 storey residential should be done to confirm feasibility and for the City to have on file for the next DP.
- The internalized "at grade" parking area lacks a "street" feel. Parking could be condensed and compressed to allow more pedestrian amenity.
- Access to underground parking breaks the continuity of potential "plaza/street" environment.
- South east plaza should be improved and be throat to the internal parking area. The space between CRU D and E could be wider as a secondary hierarchy of pedestrian way.
- Managing the grades is a challenge and should be done to support the pedestrian environment.
- Consider that the space between CRU B and G could be an important passage that could accommodate plaza uses similar to the adjacent CRU.
- Interface with 105 Avenue and 157 Street is harsh. Encourage dense vegetation for landscape buffer.
- Consider more generous screening for waste storage in parking.
- Site lighting to carefully consider perimeter and landscaped areas for CPTED.

Building Form and Character

- Building form and character is well done.
- Modern language, free from unnecessary sentimentality recognizes that the area is in transition and the development is forward looking.
- Strong and simple architectural forms and treatments – make sure the wood material is maintained and could be expanded.
- Weather protection is critical in the public realm. Should also include covered cycling parking.
- Reinforce the primary pathways with some rain cover, lighting and street trees.
- Signage on the corner of buildings gives it a fresh look. Internal signage is good.
- The exposed concrete walls as the site slopes are imposing and the materiality should be improved significantly. Consider taking advantage of the exposed garage area to perforate underground parking, or consider stepping the walls.
- Commend day lighting approach for anchor grocery store.
- Consider green roof (i.e., green roof for the Anchor tenant when the future retail buildings are increased to 5-6 storeys).

Landscaping

- Double alley of trees on sidewalks positive.
- Landscape is generally well done around the perimeter.
- For the interior, there could be more planting areas. Currently it has a typical “strip mall” feel with a generous amount of parking below. Some parking could be reduced on the surface and replaced with planting/soft landscape.
- Consider also adding some paving variations to give a more of a pedestrian feel.
- The small spaces could be animated with furniture and supported by the CRUs/cafés, etc.

CPTED

- The open exit stair from the parking may be a concern.
- Parking should be much more visible from surrounding streets i.e. “eyes into the parkade”.
- There may be some CPTED issues on the north and east sides that should be reviewed as part of the hardscape treatment.

Accessibility

- All parking at building entries good.
- Power doors at entrances.
- Elevator call button panels to be on horizontal.
- Let downs at pathways.
- Parking spaces okay.
- Ensure disabled washrooms are fully accessible.

Sustainability

- Consider green roof, particularly for Anchor A.
- Great natural light into Anchor A.
- Recommend more shading provided on some south sides.
- More weather protection on 104 Avenue should double as solar shading and would improve it.

- Storm water retention with rooftop storage is good.
- Vestibules may need to be added to all entries (two on double sided store front) to meet energy code requirements.
- Would like to see more information on planned sustainability requirements for all buildings on site. (i.e., type of heating and cooling systems, heat recovery etc.)


C. OTHER COMPETENT BUSINESS

D. NEXT MEETING

The next Advisory Design Panel is scheduled for Thursday, July 24, 2014.

E. ADJOURNMENT

The Advisory Design Panel meeting adjourned at 5:30pm.



Jane Sullivan, City Clerk



Leroy Mickelson, Chairman
Advisory Design Panel